OFFROAD

GET®

Winning **Instinct**!

2013 CATALOG

ATHENA FACTORY

When you need to understand how to make the difference or where to gain performance and hundredth of seconds, GET data acquisition systems and engine control units bring you beyond the limit. We take the future technology to the racing world, adding our passion to every driving experience.

ENGINE CONTROL

GPA "GET POWER ASSISTANCE" pag. 06
GPA SWITCH pag. 07
GET POWER pag. 08
GET PERFORMACE CENTER pag. 10
GP1-EVO pag. 12
KIT 2ND INJECTOR pag. 14

Juha Salminen

Antonio Cairoli

Steven Frossard

PASSION FOR PERFORMANCE

ATHENA FACTORY

KIT STAGE1 pag. 24
KIT STAGE2 pag. 26
KIT STAGE3 pag. 28
SPARE PARTS KITS pag. 30

DATA ACQUISITION

M40 pag. 34
WINTAX V4 GET pag. 35
LC1 LAMBA pag. 38
SENSORS pag. 39
MD60 pag. 40
C1 HOUR METER pag. 42

POWER

Engine Control Unit

GP1 EVO ECU & GET POWER

Electronic Tuning System

CHARACTERISTICS	GET POWER	GP1 EVO GPA
- ECU for who is looking at:	readymade solution, maximum Performance, minimal effort	Maximum Performance, make his own specific MAP adjustment and system expandability
- Better Performance than Stock	Yes	Yes
- Better Acceleration than Stock	Yes	Yes
- RPM Limiter	from +100 to +300 more, well within safety	from +100 to +300 more, can be individually modified (MAYA)
- MAP's Available inside ECU	1	2
- MAP Switch available	no	Yes (included)
- GPA Technology	Yes 10 posizioni (GPA switch otpional)	Yes, 10 positions each MAP (Switch is included)
- Ready for 2nd Injector	no	yes (see application list pag. 13)
- Performance MAP Ready inside	for Stock Bike & with Racing Exhaust	MAP1 for racing Exhaust + GPA pos. 0 MAP2 for racing Exhaust + GPA pos. 5
- Possibility to Individually Tune the MAP	no	Yes, any using the MAYA SW or VT1 device
- Possibility to download MAP with the intuitive GPI " GET Performance Interface"	Yes	no
- Optional MAP's available on the WEB	Generic Racing Exhaust Map Specific to Exhaust Brand Different Mech. Package or Fuel	Yes (Need's MAYA)
- Possibility to connect Data, Lambda, etc..	no	yes
- Possibility to connect to VT1	no	yes
- Possibility to connect Gear Cut Sensor	no	Yes

GET POWER ASSISTANCE

GET has invented the GPA "Get Power Assistance" (patented n. WO 2012/107829A1) a technological revolution in the 2-wheel world to gain higher performance and which makes any rider's driving experience easier.
GPA is the revolutionary engine control system that breaks new grounds in managing power in off-road single-cylinder engines.
The system automatically monitors the power at wheel level in a dynamic way, i.e. it keeps adapting to the driving style of the rider allowing for better performance, better direction and therefore higher safety and higher corner speed under any ground conditions.
Thanks to this new system, the rider can focus exclusively on finding the best riding balance and the best trajectories while standing longer on the footrests of the motorbike.
Higher speed in corner entry and exit under all ground conditions, better direction control on very slippery grounds and easier riding are among the main advantages brought by the GPA "Get Power Assistance" system.
Thanks to three different ways of adjusting the GPA level (GPA Switch, VT1 or Maya Software) any Rider can choose, in a very simple way, the GPA settings and adjust to its own riding style.
The GPA Switch (see picture) allows real time adjustments on the fly.

Comparison charts: corner behaviours with GPA system enabled (red charts) and with GPA system disabled (blue charts)

In the chart, you can see the speed, the throttle position (TPS) and the engine speed (RPM). It clearly shows that the rider opens the throttle earlier thanks to the GPA system, and keeps it 100% through the whole corner while the engine speed is automatically controlled by the GPA system for the best performance and highest speed.

GPA Switch

The GPA Switch allows the Rider to set in real time the GPA level he wishes to use. The Switch can be easily installed on to the handlebar, to one of the bolts from the Clutch or Brake levers. Made out of anodized aluminum, it is specifically designed for the harshest environments such us motocross. Resistant to water and dirt. Safe and reliable communication with the ECU via Can-Bus technology. The GPA Switch is ready included with the GP1-EVO Ecu line and separately available for the GET Power Ecu line.

ATTENTION: in order to use the GPA Switch with GP1 EVO ECU's who have left GET prior to the 30/09/2011 it is necessary to make a firmware update. This can be done via the MAYA Software and finding the latest device online www.getdata.it or contact your GET Specialist.

Rider MX1 2012: **Antonio Cairoli**

GET-POWER

Rider MX1 2012: **Ken De Dycker**

GET-POWER - Cod. (see application list)

- Better Acceleration
- Installation Manual
- 1 Map installed
- Unique ECU code for WEB Map Download
- ECU Support Bracket (where supplied)
- 0 TPS Cable (no need of PC)
- GPA Technology ready inside, needs only the optional GPA Switch connecting

GET POWER is the new ECU engineered by GET for Riders looking to find maximum performance and ease of use. This ECU, is GPA ready (Get Power Assistance), this technology its ready to use simply by connecting the optional GPA Switch. The GPA allows you to choose from 1 of the 10 engine power assistance settings and tune the bike at best for any riding style or different track surface.

The ready loaded performance map is developed by GET engineers together with some of the strongest Riders. It is designed for original engines using racing exhausts. (please find comparison charts on www.getdata.it)

It is possible to upload different mappings, designed for engine modifications like high compression pistons, cam's or Racing Fuel. As well as different engine behaviors, like more bottom or top end power.
By using the optional PC-ECU Interface you can download maps from the WEB in a few simple and easy steps. Some mappings are for free, other on payment.

APPLICATION LIST

GET-POWER	MODEL
GK-GP1PWR-0003	GET POWER - Honda 450 CRF 2011
GK-GP1PWR-0034	GET POWER - Honda 450 CRF 2012
GK-GP1PWR-0043	GET POWER - Honda 450 CRF 2013 GPA2
GK-GP1PWR-0004	GET POWER - Honda 250 CRF 2010-11
GK-GP1PWR-0031	GET POWER - Honda 250 CRF 2012
GK-GP1PWR-0044	GET POWER - Honda 250 CRF 2013 GPA2
GK-GP1PWR-0008	GET POWER - Suzuki 450 RMZ 2011-12
GK-GP1PWR-0045	GET POWER - Suzuki 450 RMZ 2013 GPA2*
GK-GP1PWR-0036	GET POWER - Suzuki 450 RMZ 2011-12 BIG BORE 490
GK-GP1PWR-0011	GET POWER - Suzuki 250 RMZ 2011-12
GK-GP1PWR-0046	GET POWER - Suzuki 250 RMZ 2013 GPA2*
GK-GP1PWR-0037	GET POWER - Suzuki 250 RMZ 2011-12 BIG BORE 290
GK-GP1PWR-0014	GET POWER - Kawasaki 450 KXF 2011
GK-GP1PWR-0035	GET POWER - Kawasaki 450 KXF 2012
GK-GP1PWR-0047	GET POWER - Kawasaki 450 KXF 2013 GPA2
GK-GP1PWR-0016	GET POWER - Kawasaki 250 KXF 2011
GK-GP1PWR-0032	GET POWER - Kawasaki 250 KXF 2012
GK-GP1PWR-0048	GET POWER - Kawasaki 250 KXF 2013 GPA2
GK-GP1PWR-0038	GET POWER - Kawasaki 250 KXF 2012 BIG BORE 290
GK-GP1PWR-0017	GET POWER - Yamaha 450 YZF 2010-11-12
GK-GP1PWR-0049	GET POWER - Yamaha 450 YZF 2013 GPA2
GK-GP1PWR-0029	GET POWER -Husqvarna TC 250 2012
GK-GP1PWR-0050	GET POWER -Husqvarna TC 250 2013 GPA2
GK-GP1PWR-0051	GET POWER -Husqvarna TE 250 2013 GPA2
GK-GP1PWR-0052	GET POWER -Husqvarna TE 310 2013 GPA2
GK-GP1PWR-0021	GET POWER -KTM 250 SXF 2011
GK-GP1PWR-0033	GET POWER -KTM 250 SXF 2012
GK-GP1PWR-0053	GET POWER -KTM 250 SXF 2013 GPA2
GK-GP1PWR-0039	GET POWER -KTM 250 EXC-F 2012 ENDURO
GK-GP1PWR-0055	GET POWER -KTM 250 EXC-F 2013 ENDURO GPA2
GK-GP1PWR-0019	GET POWER -KTM 350 SXF 2011-12
GK-GP1PWR-0054	GET POWER -KTM 350 SXF 2013 GPA2
GK-GP1PWR-0040	GET POWER -KTM 350 EXC-F 2011-2012 ENDURO
GK-GP1PWR-0056	GET POWER -KTM 350 EXC-F 2013 ENDURO GPA2
GK-GP1PWR-0042	GET POWER -KTM 350 EXC-F 2011-2012 BIG BORE 365
GK-GP1PWR-0057	GET POWER -KTM 450 SXF 2013 GPA2
GK-GP1PWR-0041	GET POWER -KTM 450 EXC-F 2012 ENDURO
GK-GP1PWR-0058	GET POWER -KTM 450 EXC-F 2013 ENDURO GPA2

* New Starting Strategy
Updated applications on **www.getdata.it**

Main Characteristics of the Get Power ECU:

- Performance MAP Ready inside for Stock Bike & with Racing Exhaust
- GPA Technology (Get Power Assistance) ready inside, needs only the optional GPA Switch connecting
- Upload Different Maps via the GPI (GET Power Interface)
- The TPS sensor can be set to 0 with the "0 TPS Cable" with no need of a PC
- Easy and quick installation, Plug & Play
- Improved Engine Performance (see Power Graphs on our website www.getdata.it)
- Better Acceleration and Throttle control
- RPM limiter tuned by GET Engineers (from +100 to max +300 from Stock) in order to gain drivability and performance, well within safety

Accessories

GPI Interface
Cod. GK-GP1CGRP-0001

GPA switch
Cod. GK-CANSW-0001

GET-PERFORMANCE CENTER

Rider MX2 2012: **Aleksandr Tonkov**

GPI Interface “Get Power Interface” - Cod. GK-GP1CGRP-0001

- The Get Performance Center Software can be downloaded for free on the www.getdata.it site

1 connect your PC to the GET Power ECU

2 from the WEB choose your MAP

3 upload the MAP to your GET Power ECU

“GET Performance Center”
allows you to customize your GET POWER in 3 steps.
It’s easy just visit www.getdata.it

GET Performance Center is the new platform that allows you to upload different Maps from the GET archive in to the ECU, following just a few very easy and guided steps.
Maps are available for different engine behaviors or mechanical packages.
The Get Archive will be continuously updated and more Maps will be added as soon as the season unfolds. The service is available to you by acquiring the PCI tool (GET Power Interface) in order to connect the ECU to your PC.
Other than the Maps on sale you can find free Maps for stock configuration Bikes or updates

www.getdata.it

GP1-EVO GPA Patented

Rider MX2 2012 - **Tommy Searle**

GP1-EVO - Cod. (see application list)

- Installation Manual
- 2 Maps installed
- 2nd Injector ready (see application list)
  MAP1 for racing Exhaust + GPA set to position 0
  MAP2 for racing Exhaust + GPA set to position 5
  GPA Technology ready inside
- MAP Switch
- GPA Switch
- ECU Support Bracket (where supplied)

The GP1 EVO is the 2010, 2011 and 2012 World Champion ECU both in MX1 and MX2. A highly versatile and professional performance product, allowing for maximum possibility of individual settings and adjustments. The GP1 EVO is GPA ready, inclusive of the GPA Switch allowing you to choose from one of the 10 engine power assistance settings and tune the bike at best for any riding style or different track surface. Also the MAP Switch is inclusive and allows you to switch on the fly from one of the 2 Map's installed.

By using the different optional tuning tools (please see page 14/15) such as the VT1 or MAYA Software you can individually adjust the engine mapping to your needs. With the GP1 EVO you can also connect to the optional data logging devices and take advantage of most professional way of analyzing Engine or Bike behavior parameters (please see page 16/17).

The ready loaded performance maps are developed by GET engineers together with some of the strongest Riders. They are designed for original engines using racing exhausts. (please find comparison charts on www.getdata.it)

APPLICATION LIST

GP1-EVO GPA GET Power Assistance	MODEL
GK-GP1EVO-0001	GP1 EVO - Honda 450 CRF 2009-10 + GPA
GK-GP1EVO-0003	GP1 EVO - Honda 450 CRF 2011 + GPA
GK-GP1EVO-0034	GP1 EVO - Honda 450 CRF 2012 + GPA
GK-GP1EVO-0039	GP1 EVO - Honda 450 CRF 2013 + GPA2
GK-GP1EVO-0004	GP1 EVO - Honda 250 CRF 2010-11 + GPA
GK-GP1EVO-0031	GP1 EVO - Honda 250 CRF 2012 + GPA
GK-GP1EVO-0040	GP1 EVO - Honda 250 CRF 2013 + GPA2*
GK-GP1EVO-0008	GP1 EVO - Suzuki 450 RMZ 2011-12 + GPA
GK-GP1EVO-0041	GP1 EVO - Suzuki 450 RMZ 2013 + GPA2**
GK-GP1EVO-0011	GP1 EVO - Suzuki 250 RMZ 2011-12 + GPA
GK-GP1EVO-0042	GP1 EVO - Suzuki 250 RMZ 2013 + GPA2* **
GK-GP1EVO-0014	GP1 EVO - Kawasaki 450 KXF 2011 + GPA
GK-GP1EVO-0035	GP1 EVO - Kawasaki 450 KXF 2012 + GPA
GK-GP1EVO-0044	GP1 EVO - Kawasaki 450 KXF 2013 + GPA2
GK-GP1EVO-0016	GP1 EVO - Kawasaki 250 KXF 2011 + GPA
GK-GP1EVO-0032	GP1 EVO - Kawasaki 250 KXF 2012 + GPA
GK-GP1EVO-0045	GP1 EVO - Kawasaki 250 KXF 2013 + GPA2
GK-GP1EVO-0017	GP1 EVO - Yamaha 450 YZF 2010-11-12 + GPA
GK-GP1EVO-0046	GP1 EVO - Yamaha 450 YZF 2013 + GPA2
GK-GP1EVO-0030	GP1 EVO -Husqvarna TC 250 2012 + GPA
GK-GP1EVO-0047	GP1 EVO -Husqvarna TC 250 2013 + GPA2
GK-GP1EVO-0048	GP1 EVO -Husqvarna TE 250 2013 + GPA2
GK-GP1EVO-0049	GP1 EVO -Husqvarna TE 310 2013 + GPA2
GK-GP1EVO-0021	GP1 EVO -KTM 250 SXF 2011 + GPA
GK-GP1EVO-0033	GP1 EVO -KTM 250 SXF 2012 + GPA
GK-GP1EVO-0043	GP1 EVO -KTM 250 SXF 2013 + GPA2*
GK-GP1EVO-0036	GP1 EVO -KTM 250 EXC-F 2012 ENDURO + GPA
GK-GP1EVO-0051	GET POWER -KTM 250 EXC-F 2013 ENDURO + GPA2*
GK-GP1EVO-0019	GP1 EVO -KTM 350 SXF 2011-12 + GPA
GK-GP1EVO-0050	GP1 EVO -KTM 350 SXF 2013 + GPA2*
GK-GP1EVO-0037	GP1 EVO -KTM 350 EXC-F 2011-2012 ENDURO + GPA
GK-GP1EVO-0052	GP1 EVO -KTM 350 EXC-F 2013 ENDURO + GPA2*
GK-GP1EVO-0053	GP1 EVO -KTM 450 SXF 2013 + GPA2
GK-GP1EVO-0038	GP1 EVO -KTM 450 EXC-F 2012 ENDURO + GPA
GK-GP1EVO-0054	GP1 EVO -KTM 450 EXC-F 2013 ENDURO + GPA2

* 2nd injector ready
** New Starting Strategy
Updated applications on **www.getdata.it**

Main characteristics of the GP1-EVO ECU:

- Easy and quick plug&play fitting
- Improve your engine performance (the preset maps are developed for stock bikes with Racing exhaust. See power charts for each application on www.getdata.it)
- Better throttle response
- Our maps are developed with a maximum 300 RPM more than the standard RPM value (can be changed with the programming tools)
- Dynamic power management with the "GET Power Assistance" GPA system (only for GP1-EVO GPA versions)
- GPA technology (Get Power Assistance) ready to use with inclusive GPA Switch
- Customizable Map settings (see comparison table for tuning systems)
- 2 maps with real-time switch on the handlebar (Switch included)
- Quick shifter management (sensor and loom not included)
- CAN BUS communication with separate data acquisition devices (see data acquisition systems)
- Specific LC1EVO Lambda input to allow oxygen measurement in the exhaust gas.

Accessories

KIT 2nd injector
Cod. (see application list pag. 28)

KIT 2nd INJECTOR

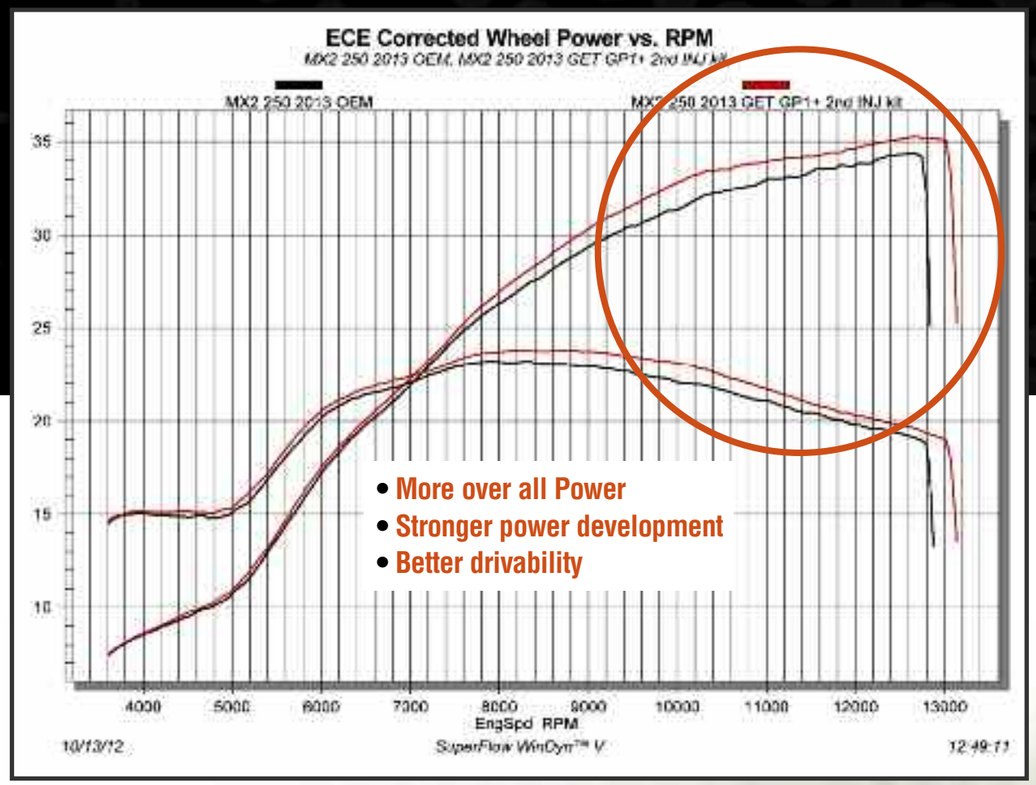
Innovative and unique to GET technology.
Ready to use 2nd Injector Kit for even more drivability and top performance.

KIT 2nd injector - Cod. (see application list)

- Injector
- Ready-made P&P connection loom
- Injector support + fixation material
- Hose and fuel connections
- Specific map ready-developed

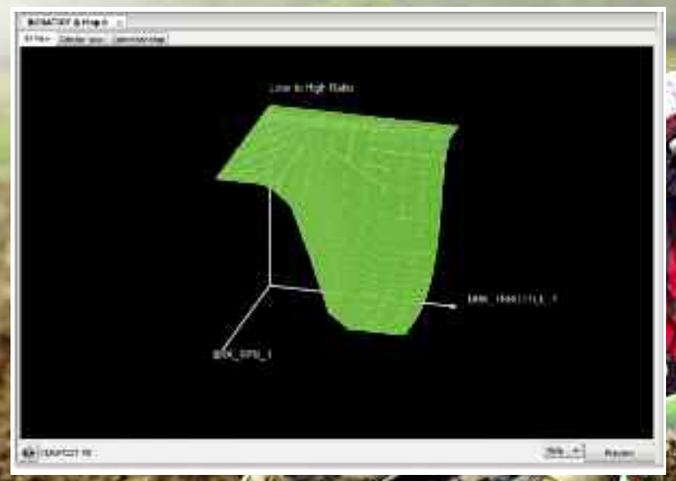
APPLICATION LIST

CODE	MODEL
GK-INJ2-0002	HONDA 250 CRF - 2013
GK-INJ2-0003	SUZUKI 250 RMZ - 2013
GK-INJ2-0004	KTM 250 SXF - 2013
GK-INJ2-0005	KTM 350 SXF - 2013



Maya Software Features

Fuel ratio Injection management for an ADVANCED power control!



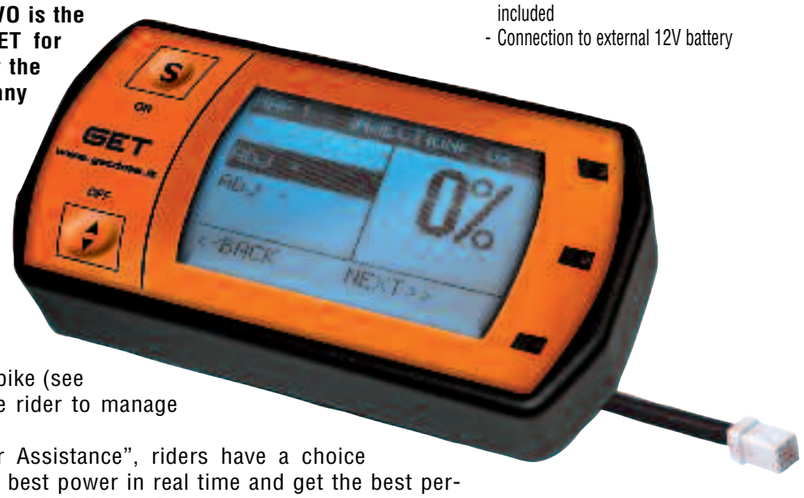
Three different products to customize your GP1-EVO ECU

VT1 Configurator for GP1-EVO

Cod. GK-VT1-0001

- Connection loom to GP1-EVO ECU included
- Connection to external 12V battery

The VT1 Configurator for GP1-EVO is the true innovation designed by GET for the off-road world. It is actually the entry level for managing the many functions of the GP1-EVO ECU.



The VT1 device connects directly to the GP1-EVO ECU allowing easy and intuitive communication between them.
The following settings can be displayed or changed see table on page 15.

The VT1 device easily fits on the bike (see handlebar mount) and allows the rider to manage or display a.m. data in real time.
Thanks to the GPA "GET Power Assistance", riders have a choice between 10 levels for setting the best power in real time and get the best performance whatever the ground or their riding style.
If connected to a batteryless motorbike, the device is powered by the GP1 ECU when the bike is on. When the engine is off, no problem for the VT1 device: it has a connector and its counterpart for connecting to an external 12V battery for programming.

Some applications VT1

Menu

Change injection timing

Change RPM limiter

Change GPA system

VT1 accessories

MD60 Mount for Standard bar
Cod. DK00080014

MD60 Mount for Fatbar
Cod. DK00080013

MAYA programming software is a powerful tool that allows full configuration of the ECU settings.
With the Maya software, you can change any setting in real time and display all the values gaining total control over the working phases. The Maya software allows targeted self-mapping and drastically cuts working time, saving your engine life and making your job easier. The software works together with a data acquisition system for optimum outcome during dyno sessions.
The Maya software is available in two versions, EVO and ADVANCED.

MAYA EVO Licence software

Cod. PA00040000

MAYA EVO programming pack: includes the Maya software and the ECU/PC connection loom.
It allows changing the injection timing, the ignition, the RPM limiter, and cut-off times of the quick shifter. Unlike the VT1, you can also change the fuel and ignition settings with 512 map points available for each map.
You can also manage the 10 levels of the GPA "GET Power Assistance" control system (only for GP1-EVO GPA)

MAYA ADVANCED Licence software

Cod. PA00040001

MAYA ADVANCED programming pack: includes the Maya software with Hardware access key and the ECU/PC connection loom.
It allows changing the injection timing, the ignition, the injection phases, the throttle derivative, the RPM limiter, cut-off times of the quick shifter and many other functions (see comparison table). Unlike the EVO version, the ADVANCED license allows displaying all GET preset values in plain. You can also manage the 10 levels of the GPA "GET Power Assistance" control system (only for GP1-EVO GPA) or you can access the maps to set your own personal configuration.

Comparison table of the main functions available with each programming system

ENABLED FUNCTIONS	VT1 Device	EVO software license	ADVANCED software license
CODE >>>	GK-VT1-0001	PA00040000	PA00040001
Full map display of injection timing as "plain values"	no	no	yes
Injection timing correction on each breakpoint	no	yes (+/- 100%)	yes
Injection timing correction available across the whole map	yes (-5% + 30%)	yes (+/- 100%)	yes
Map with ignition advance in plain	no	no	yes
Ignition advance correction for each breakpoint (on 512 map points)	no	yes (+/- 64°)	yes
Injection timing correction available across the whole map	yes (-30° + 5°)	yes (+/- 64°)	yes
Injection phases	no	no	yes
Injection timing correction based on throttle derivative	no	no	yes
RPM limiter	yes (max + 500rpm)	yes (max + 500rpm)	yes
Strategic management of the RPM limiter cut-off time	no	no	yes
Personal password protection against ECU data access	no	yes	yes
Injection data correction based on H2O temperature	no	no	yes
Injection data correction based on barometric pressure	no	no	yes
Injection data correction in starting phase	no	no	yes
Map breakpoint management	no	no	yes
Calibration of input signals from wheel speed sensors (optional).	no	no	yes
Quick shifter cut-off time management	yes	yes	yes
Lambda display and analysis	yes	yes	yes
Lambda display and analysis with linearization and target	yes	yes	yes
ECU diagnosis	yes	yes	yes
GPA "GET Power Assistance": select the operating level for dynamic power control.	yes	yes	yes
Real Time Data Display (Graph)	no	no	yes

GP1-EVO Accessories

Cod. GL-0025-AA
Optional loom compatible only with the map switch for motorbikes that have a GP1-EVO ECU in central position (under the seat).

Cod. GL-0026-AA
Optional loom compatible only with the map switch for motorbikes that have a GP1-EVO ECU in front position (under the front plate).

Cod. PC00030000
Plastic map switch (included in the GP1-EVO pack)

Cod. GE-DVCS10001
Electronic map switch with position led

Cod. GL-0064-AA
(2nd injector loom for ECU in front position)

Cod. GL-0065-AA
(2nd injector loom for ECU in central position)

Cod. GK-CANSW-0001
GPA switch

Cod. GL-0018-AA
Optional loom to connect and allow communication between several devices via CAN BUS. The following configurations are possible with this loom: GP1+M40; GP1+M40+VT1 (or PC); LC1+M40; LC1+M40+VT1 (or PC). This loom is compatible with motorbikes that have the ECU both in central or front position.

Cod. GL-0016-AA
Optional loom for motorbikes that have the GP1-EVO ECU in central position (under the seat). It allows connecting the map switch, the quick shifter and the Lambda LC1 device with analog input (HONDA 250/450 - SUZUKI 250 - KTM 250/350)

Cod. GL-0017-AA
Optional loom for motorbikes that have the GP1-EVO ECU in front position (under the front plate). It allows connecting the map switch, the quick shifter and the Lambda LC1 device with analog input (SUZUKI 450 - KAWASAKI 450/250 - YAMAHA 450)

Quick shifter sensor

HONDA **cod. PS00040000**

YAMAHA **cod. GS-CAM0002**

SUZUKI **cod. PS00040004**
KAWASAKI **cod. GS-CAM-0001**

Other accessories

PRO expansion loom
It is used to connect the system to the ECU, the lambda sensor, the map switch, the quick shifter and two wheel speed sensors.

Cod. PL00130005
ECU in frontal position under the (front plate)

Cod. PL00130006
ECU in central position (under the seat)

Cod. GL-0021-AA
Optional loom compatible with a CAN 4-pin binder output from GP1/LC1/M40. It allows connecting several devices simultaneously on a CAN BUS line or connecting the MD4 to the Multilink loom (Cod. GL-0018AA)

Cod. GL-0020-AA
Optional loom used as an extension for GP1-EVO or MD40 or LC1

Programming kit

Get offers three different programming kits. All of them include: a VT1 device or a Maya software license to change the settings in the GP1-EVO or in the LC1-EVO Lambda hat is used for measuring the oxygen in the exhaust gas and monitoring combustion.

1° level programming kit — cod. GK-GP1EVO-0024

Includes **VT1** + **LC1EVO** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications

2° level programming kit — cod. GK-GP1EVO-0025

Includes **VT1** + **LC1EVO** + **MAYA EVO software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications

3° level programming kit — cod. GK-GP1EVO-0026

Includes **VT1** + **LC1EVO** + **MAYA Avanced software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications

Programming and data logging

- Get offers a kit for expert tuners who need to keep their engine settings under control when working on the dyno or at the track. By interpreting the data logged, the tuner finally knows the best engine and suspensions settings for better performance.
This kit is preset for CAN communication with the GP1-EVO ECU and is easily installed thanks to the connection looms included in the pack. The M40 data logger collects data from several sources: the engine, the lambda, the-built-in GPS and any extra sensors (e.g. suspension position sensors).
For more info about the M40 logger and the software licenses, see specific product sheet.

Programming and data logging kit — cod. GK-GP1EVO-0028

Includes **VT1** + **LC1EVO** + **M40** + **MAYA ADVANCED software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA + Cod. GL-0018-AA) for all available applications

Data Analysis Software WINTAX V4 GET by Magneti Marelli — cod. GK-WINTAX-0001

The Wintax V4 GET is the ultimate Data Analysis Software available.
This Professional tool, allows researching and development of most complete and complex vehicle and engine behaviors.
Graphic Display, Reports, Histograms, Overlay on Google-Earth and Video Overlay are just a few of many possibilities.

THE KIT INCLUDES	PROGRAMMING KIT 1° LEVEL	2° LEVEL	3° LEVEL	PROGRAMMING AND DATA LOGGING KIT
CODE >>>	GK-GP1EVO-0024	GK-GP1EVO-0025	GK-GP1EVO-0026	GK-GP1EVO-0028
VT1 programming device for GP1-EVO and display tool for Lambda (Cod. GK-VT1-0001)	YES	YES	YES	YES
LC1-EVO LAMBDA (Cod. GK-LC1EVO-0001)	YES	YES	YES	YES
MAYA EVO software license (Cod. PA00040000)	NO	YES	NO	NO
MAYA ADVANCED software license (Cod. PA00040001)	NO	NO	YES	YES
Connection loom to GP1-EVO (central position) (Cod. GL-0016-AA)	YES	YES	YES	YES
Connection loom to GP1-EVO (front position) (Cod. GL-0017-AA)	YES	YES	YES	YES
M40 data logging system (Cod. GK-M40-0001)	NO	NO	NO	YES
Connection loom to GP1-EVO for several devices via CAN line (Cod. GL-0018-AA)	NO	NO	NO	YES

HIGH PERFORMANCE KIT

ATHENA

FACTORY

KIT STAGE1

The newly developed KIT Stage1 combines the advantages of a Titanium-Steel Exhaust system, light and durable, with the race proven GET GP1EVO perfectly mapped for the application.

The new GET GP1EVO is for Riders looking to find maximum performance and ease of use. This ECU, is GPA ready (Get Power Assistance), this technology its ready to use simply by connecting the optional GPA Switch and 2nd Injector ready The GPA allows you to choose from 1 of the 10 engine power assistance settings and tune the bike at best for any riding style or different track surface.
The specifically developed map for this KIT is developed by GET engineers and is proven on dyno as well as on track. (please find comparison charts on our website www.getdata.it) The Kits are developed with the 2m/Max. rule in mind.

KIT STAGE1 - Cod. (see application list)

- Athena exhaust (Titanium - Steel)
- Ecu GP1-EVO (2 Maps installed)
  (MAP1 for racing Exhaust + GPA set to position 0)
  (MAP2 for racing Exhaust + GPA set to position 5)
  (GPA Technology ready inside) GPA2 for 2013 app.
- MAP Switch
- 2nd injector ready (see application list)

ATHENA FACTORY GET

APPLICATION LIST

CODE	MODEL	WEIGHT (kg.) STOCK	WEIGHT (kg.) ATHENA	MAX WHEEL POWER (hp/rpm)	MAX INCREASE (hp/rpm)	RPM LIMITER	AVAILABLE 2° INJECTOR
GK-GP1STAGE1-0001	HONDA 250 CRF - 2011	3,7	2,8	+ 1,1/11.000	+ 1,5/5.200	+ 300	NO
GK-GP1STAGE1-0002	HONDA 250 CRF - 2012	3,7	2,8	+ 1,1/11.000	+ 1,5/5.200	+ 300	NO
GK-GP1STAGE1-0004	HONDA 250 CRF - 2013 (GP1EVO)*	3,7	2,8	+ 1,2/10.500	+ 1,5/5.500	+ 300	YES
GK-GP1STAGE1-0006	KTM 250 SXF - 2011	3,5	3,1	+ 1,5/12.500	+ 1,6/9.300	+ 200	NO
GK-GP1STAGE1-0007	KTM 250 SXF - 2012	3,5	3,1	+ 1,5/12.500	+ 1,6/9.300	+ 200	NO
GK-GP1STAGE1-0013	KTM 250 SXF - 2013 (GP1EVO)*	3,5	3,1	+ 1,5/12.300	+ 1,6/9.100	+ 200	YES
GK-GP1STAGE1-0009	KTM 250 EXC-F - 2012 ENDURO	3,5	3,1	+ 1,5/11.900	+ 1,6/8.800	+ 200	NO
GK-GP1STAGE1-0015	KTM 250 EXC-F - 2013 ENDURO (GP1EVO)*	3,5	3,1	+ 1,5/11.900	+ 1,6/8.800	+ 200	NO
GK-GP1STAGE1-0008	KTM 350 SXF - 2011-12	3,5	3,3	+ 0,3/12.500	+ 2,0/5.700	+ 200	NO
GK-GP1STAGE1-0014	KTM 350 SXF - 2013 (GP1EVO)*	3,5	3,1	+ 0,6/11.900	+ 2,0/5.800	+ 200	YES
GK-GP1STAGE1-0010	KTM 350 EXC-F - 2011-12 ENDURO	3,5	3,1	+ 1,5/11.900	+ 2,1/6.100	+ 200	NO
GK-GP1STAGE1-0016	KTM 350 EXC-F - 2013 ENDURO (GP1EVO)*	3,5	3,1	+ 1,5/11.900	+ 2,1/6.100	+ 200	NO
GK-GP1STAGE1-0005	KAWASAKI 250 KXF - 2012	3,6	3,5	+ 1,0/11.500	+ 1,1/10.900	+ 300	NO
GK-GP1STAGE1-0012	KAWASAKI 250 KXF - 2013 (GP1EVO)	3,6	3,5	+ 1,0/11.500	+ 1,1/10.900	+ 300	YES
GK-GP1STAGE1-0003	SUZUKI 250 RMZ - 2011-12	3,6	2,8	+ 0,6/11.800	+ 1,5/12.800	+ 300	NO
GK-GP1STAGE1-0011	SUZUKI 250 RMZ - 2013 (GP1EVO)*	3,6	2,8	+ 0,6/11.800	+ 1,5/12.800	+ 300	YES

* 2nd Injector ready

SPARE PARTS

Parts codes (see price list)

ACCESSORIES

GPA Switch - Cod. GK-CANSW-0001

KIT 2nd injector
Cod. (see application list pag. 28)

OFFROAD

KIT STAGE2

For riders who have already a racing exhaust system
but look for top-P&P performance!

APPLICATION LIST	CODE	MODEL	MAX WHEEL POWER (hp/rpm)	MAX INCREASE (hp/rpm)	RPM LIMITER	AVAILABLE 2° INJECTOR
	GK-GP1STAGE2-0001	HONDA 250 CRF - 2013	+2,9/10.800	+3,1/12.800	+ 300	YES
	GK-GP1STAGE2-0002	SUZUKI 250 RMZ - 2013	+3,1/11.500	+3,2/12.800	+ 300	YES
	GK-GP1STAGE2-0003	KAWASAKI 250 KXF - 2013	+3,0/11.400	+3,1/13.000	+ 300	YES

ATHENA FACTORY

GET

Service

Head Performance modification
Clean, shot Peening, Perfomance modification, Valve Seat modification, Assemble, Check Clearence.

Cod. GW-MEC-0002

Beryllium copper valve seat insert + installation
Cod. GW-MEC-0003

KIT STAGE3

For riders who look for top performance, top technology and maximum reliability, all in one KIT!

APPLICATION LIST

CODE	MODEL	MAX WHEEL POWER (hp/rpm)	MAX INCREASE (hp/rpm)	RPM LIMITER	AVAILABLE 2° INJECTOR
GK-GP1STAGE3-0001	HONDA 250 CRF - 2013	+3,3/10.800	+3,4/12.800	+ 300	YES
GK-GP1STAGE3-0002	SUZUKI 250 RMZ - 2013	+3,4/11.500	+3,5/12.800	+ 300	YES
GK-GP1STAGE3-0003	KAWASAKI 250 KXF - 2013	+3,2/11.400	+3,5/13.000	+ 300	YES

ATHENA FACTORY GET

Service

Head Performance modification
Clean, shot Peening, Perfomance modification, Valve Seat modification, Assemble, Check Clearence.

Cod. GW-MEC-0002

Beryllium copper valve seat insert + installation
Cod. GW-MEC-0003

SPARE PART KITS
OVERVIEW

HC PISTON + TOP END GASKET KIT

APPLICATION LIST

CODE	MODEL
P51001-001*	SUZUKI 250 RMZ - 2013
P25001-001*	KAWASAKI 250 KXF - 2013
P51001-001*	SUZUKI 250 RMZ - 2013

*Unique Piston Size

Special dome design for better combustions
Enlarged pin boss and ring belt radii to ensure optimum strength in critical stress areas

CAMSHAFTS + VALVE SPRINGS

APPLICATION LIST

CODE	MODEL
P21002-001	HONDA 250 CRF - 2013
P25002-001	KAWASAKI 250 KXF - 2013
P51002-001	SUZUKI 250 RMZ - 2013

Performance Profile developed for a grater overall power
High quality Steel with isotropic surface-treatment
Bearing ready fitted
Timing gear ready fitted and aligned
Internal valve spring for greater reliability
High quality Titanium Retainer

ATHENA FACTORY GET

OFFROAD

DATA

Data acquisition systems

M40 DATA LOGGER

Data logger with built-in GPS

Team Geboers Rockstar Energy Suzuki

M40 - Cod. (see application list)

- User manual
- GPS antenna
- USB download cable
- Software MX2 (free) and WINTAX software (optional)
- Battery connection loom (code GL-0038-AA)

MAIN FEATURES	M40	M40 Expansion	M40 Plus
CODE >>>	GK-M40-0001	GK-M40-0002	GK-M40-0003
AN (Analog inputs)	3	6	9
IC (Digital inputs)	2	3	4
Beacon input	no	yes	yes
Expansion loom for sensors Cod. GL-0024-AA	no	yes 1 loom	yes 2 looms
Programmable CAN port	yes	yes	yes
Serial communication port	yes	yes	yes
USB port for download and programming	yes	yes	yes
Built-in 3-axis accelerometer	yes	yes	yes
Built-in GPS	5Hz	5Hz	5Hz
GPS antenna	yes	yes	yes
Internal memory	2GB	2GB	2GB
USB download loom	yes	yes	yes
MX2 software	yes (free)	yes (free)	yes (free)
WINTAX4 software	optional	optional	optional
Weight	250 g.	260 g.	270 g.
Dimension	92x66x20 mm	92x66x20 mm	92x66x20 mm

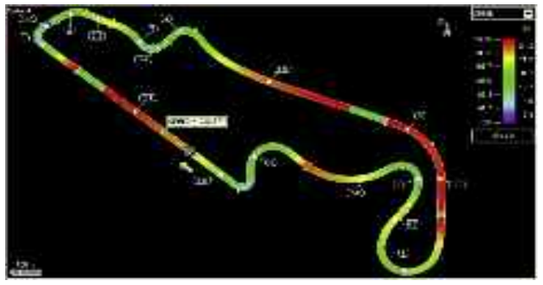
The brand-new M40 GET data logging system is the essence of technology. It is robust, light-weighted and very small. Its anodized aluminium case protects the electronic components inside which are drowned in resin to become IP68 waterproof for the toughest riding conditions in such extreme sports as motocross.
Technically, the M40 logger has a built-in GPS technology for logging all GPS data for fast and easy on-screen display. The logger can also be connected to any GET engine control unit (ECU) to get and log over 25 engine settings making it the ideal tool for off-road activities that allow connection to the GP1-EVO ECU (or any other ECU via Can Bus). For versions available see the table opposite.

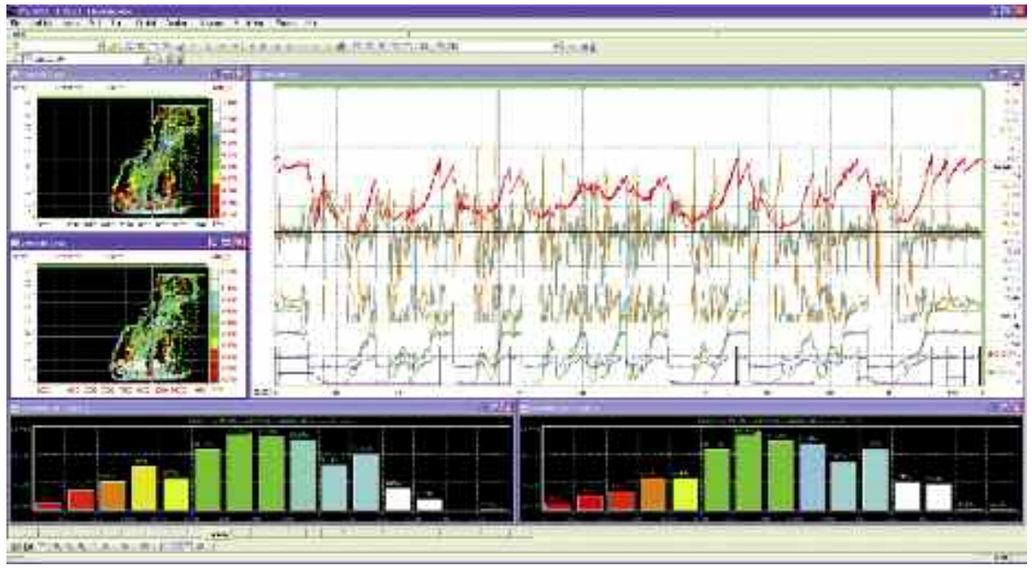
M40 Data logger

Wintax V4 GET

Cod. GK-WINTAX-0001

The Wintax V4 GET is the ultimate Data Analysis Software available.
This Professional tool, allows researching and development of most complete and complex vehicle and engine behaviors Graphic Display, Reports, Histograms, Overlay on Google-Earth and Video Overlay are just a few of many possibilities.





Wintax V4 GET

M40 Accessories & connections

Cod. GL-0018-AA (Multilink Loom)
Optional loom to connect and allow communication between several devices via CAN BUS. The following configurations are possible with this loom: GP1+M40; GP1+M40+VT1 (or PC); LC1+M40; LC1+M40+VT1 (or PC). This loom is compatible with motorbikes that have the ECU both in central or front position.

Expansion Looms:
Delivered with individual markings for the different channels
Cod. GL-0041-AA (markings AD1 AD2 AD3 IC1 IC2)
Cod. GL-0042-AA (markings AD4 AD5 AD6 IC3 SW1)
Cod. GL-0043-AA (markings AD7 AD8 AD9 IC4 IC5)

M40

MAIN
EXPANSION
MAIN
MAIN

MULTILINK LOOM cod. GL-0018-AA

cod. GL-0036-AA

AUXILIARY POWER SOURCE

cod. GL-0037-AA

Lithium Battery

GP1 EVO or LC1 EVO

VT1

EXPANSION CABLES
cod. GL-0041-AA
or
cod. GL-0042-AA
or
cod. GL-0043-AA

cod. GL-0038-AA

cod. GL-0039-AA

CAN BUS PORT
(without connector)

AUXILIARY POWER SOURCE

Lithium Battery

CAN BUS PORT
(without connector)

FREQUENCY SENSORS

5V ANALOG SENSORS

Potentiometer

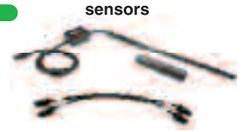
Temperature sensors

Pressure sensors

LC1 EVO

12V ANALOG SENSORS

Magnetostrictive sensors



Cod. GK-GMSUP-0001
Support Bracket for M40 inclusive Rubber Band (to fit on Front Fork)

Cod. DK0050001
Lithium Battery and Charger KIT (loom to M40 is separate, see chart)

Cod. GL-0036-AA

Cod. GL-0037-AA

Cod. GL-0038-AA

Cod. GL-0039-AA

LC1-EVO lambda

Sensors

LC1-Evo - Cod. GK-LC1EVO-0001

- LC1-EVO
- Lambda Probe
- Connection loom with CAN and analog connectors

LC1-EVO lambda is the new Lambda kit developed by GET.
With its light weight and small size, it fits easily on your racing motorbike. The LC1-EVO is an electronic device that measures the proportion of oxygen in the exhaust gas. A mandatory tool for checking the air/fuel ratio, best combustion and as a result maximum power.
The kit includes the Lambda Wide Band (Bosch LSU 4.2) sensor connected to the LC1-EVO conditioning unit, which sends data to the logging systems (e.g. M40-MD4) or display tools (VT1) or to the Engine Control Unit (ECU).
LC1-EVO sends the Lambda signals via analog or CAN output and can thus be connected to any system on board or to any CAN-enabled external devices. The signal in Lambda value ranges from 0.7 to 10, or from 10.22 to 14.60 in AFR values.
In case of many cylinders, you can connect several LC1 devices simultaneously.
The LC1-EVO device can be fitted without any battery in all batteryless applications such as racing off-road motorbikes.

The VT1 device can be connected to the LC1-EVO for Lambda value and working temperature display. TPS and RPM values are also available when the VT1 is connected to the GP1-EVO ECU (see example).

LC1-EVO lambda

Magnetostrictive position sensor

for front and rear suspensions. Made with carbon case, mounts are not supplied.

* Cod. GK-MGNSTR-0002 (150 mm)
* Cod. GK-MGNSTR-0003 (350 mm)
*part numbers when used with the M40

NTC temperature sensor
(M6) -20 +130

Cod. DS00050000

K-type thermocouple
-20 +900

Cod. GE-TEM-0002

Pontentiometer sensor

Cod. DS00010001 100 mm
Cod. DS00010002 150 mm

Complete list of sensors see www.getdata.it

Sensors

MD60-LOG

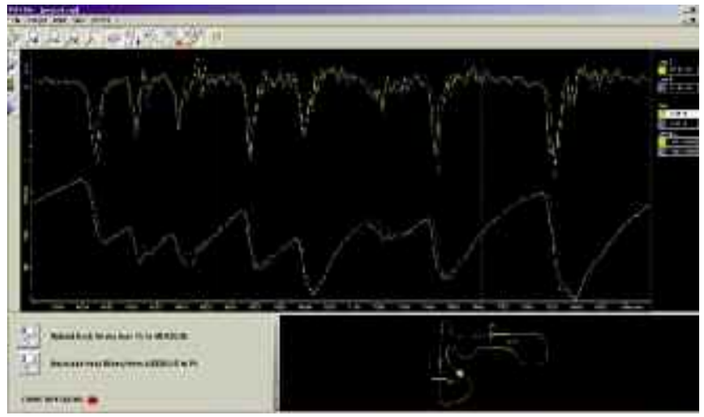
GPS lap timer with built-in data logger

MD60 - Cod. DK00080012

- USB cable
- GATE Lite data analysis software
- Battery
- Pouch

Rider MX1 2012: **Evgeny Bobryshev**

Software data analysis GATE Lite



Timing report in “TXT” file

No need for beacon or transponder!

MD60 LOG for riders who want to see lap time in a fast and easy way.
Set your finish line and splits easily, or upload the track from the default library and start using the MD60 LOG straight away at the track. Ideal for a large range of motorsport activities.
No need for external sensors, powered by simple batteries, the MD60 LOG can be used for track, off-road, super-motard, kart, water sports and any other sport where the best lap time is the ultimate challenge.
Installation is made easy thanks to its small size and the built-in GPS antenna. To compare drive lines and speeds, just download the data logged by the MD60 LOG into your computer for a professional analysis with our GATE-LITE software pack.
No need for beacon or transponder.

Specifications:

- Latest 5 Hz GPS technology
- Highly sensitive GPS receiver
- Accuracy +/- 0,1 second
- Shows “live” lap time and up to 4 split times
- LED to indicate lap and split time improvements
- Easy-to-download “txt” file with date, time, no. of laps, lap times and split times
- Easy-to-download “data file” to analyze speed, accelerations, and drive line on user friendly software
- Works for both loop and linear circuits
- Save your own circuit maps, start/finish lines and split times
- Keeps 10 sessions of 99 laps each in memory
- Keeps more than 4 hours of data in memory (speed, accelerations and drive lines)
- Lasts for over 6 hours of continues use
- Up and running within minutes, thanks to the “all in one” design features
- Large backlit display
- User friendly menu and customizable views
- Strong, mineral-filled Polyamide case
- External size in mm 108x56x30
- Weight gr. 200

MD60-LOG

Accessories MD60

MD60 Mount for Standard bar
Cod. DK00080014

MD60 Mount for Fatbar
Cod. DK00080013

C1 Engine hour meter

C1 Engine hour meter - Cod. GK-C1-0001

- Double sided tape
- Built-in battery

C1 is the innovative engine hour meter by GET, the only one to work without any connection to the motorbike. Using the time-saving double sided tape tape included in the kit, the C1 fits to the bike in just a few seconds.
This device detects the engine by interpreting and identifying the wave frequencies that flow through the surface on which it is mounted. C1 is fully waterproof (IP68) and has been designed to work even under the toughest conditions like off-road applications. C1 has 2 engine hour meters and logs the total running time (no reset available).
The partial engine hour meter can be reset pressing the select button in a certain procedure. The built-in battery allows for a 3-year lifespan.

Features

- Easy to read display
- Small size and light weight
- Total engine hour meter up to 999,5 hours (reset not available)
- Partial engine hour meter (resettable)
- No need for coil connection cable
- IP68 resistant plastic case
- Lifetime: 3 years
- Double sided tape included

THANKS FOR YOUR EXPERIENCE

MOTOCROSS WORLD CHAMPIONSHIP

KTM FACTORY RED BULL TEKA TEAM
Rider MX1:
#222 Antonio Cairoli
#9 Ken De Dyker
#12 Max Nagl

Rider MX2:
#84 Jeffrey Herlings
#94 Jeremy Van Horebeek
#911 Jordi Tixier

YAMAHA FACTORY MONSTER ENERGY TEAM
Rider MX1:
#19 David Philippaerts
#183 Steve Frossard

Rider MX2:
#23 Christophe Charlier

HONDA WORLD MX MARTIN TEAM
Rider MX1:
#777 Evgeny Bobryshev
#999 Rui Goncalves

SUZUKI FACTORY ROCKSTAR TEAM
Rider MX1:
#25 Clement Desalle
#4 Tanel Leok

BIKE IT MONSTER ENERGY YAMAHA DIXON RACING TEAM
Rider MX1:
#24 Shaun Simpson

HONDA GARIBOLDI RACING TEAM
Rider MX2:
#6 Max Anstie
#66 Aleksandr Tonkov

HUSQVARNA/RICCI RACING TEAM
Rider MX2:
#77 Alessandro Lupino
#590 Nick Triest

FLORIDE KAWASAKI MONSTER ENERGY PRO CIRCUIT TEAM
Rider MX2:
#100 Tommy Searle
#99Joel Roelants

MOTOBASE RACING TEAM
Rider MX3:
#55 Christian Beggi

AMA SUPERCROSS WORLD CHAMPIONSHIP

JGRMX/TOYOTA/YAMAHA TEAM
Riders SX:
#18 Davi Millsaps
Kyle Regal

KTM/RED BULL FACTORY TEAM
Riders SX:
#5 Ryan Dungey

Riders SX Lites:
#38 Marvin Musquin
#70 Ken Roczen

MONSTER ENERGY PRO CIRCUIT KAWASAKI TEAM
Riders SX:
#25 Broc Tickle

Riders SX Lites:
#12 Blake Baggett
#15 Dean Wilson
#28 Tyla Rattray
#35 Darryn Durham

BTOSPORTS.COM/BBMX TEAM
Riders SX:
#26 Michael Byrne
#48 Jimmy Albertson
#66 Jason Thomas

SUPERMOTO

TEAM ASSOMOTOR
Rider SM1:
Ivan Lazzarini
Max Verderosa

ENDURO

HUSQVARNA RACING TEAM
Rider E1:
Juha Salminen
Matti Seistola

REITWAGEN RACING TEAM
Rider E1:
Herbert Lintner

QUADCROSS

COZZI GIULIO MOTORSPORT TEAM
Rider QX1:
Nicola Montalbini
Rider QX2:
Mattia Torraco
Rider QX4:
Maurizio Bianchi

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